

AMENDMENT Continued  
Serial No. 10/649,143

**REMARKS**

Claims 1-17 are pending. Claims 6, 11 and 14 have been amended. Claim 6 has been amended to further distinguish over the cited prior art. Claims 11 and 14 have been amended to provide antecedents for limitations recited in the claims and thereby overcome a rejection under 35 USC 112. Claim 17 is newly presented. It is noted that claims 1-5 are allowed, claim 7 contains allowable subject matter and claims 11-16 should be allowed with the current amendments.

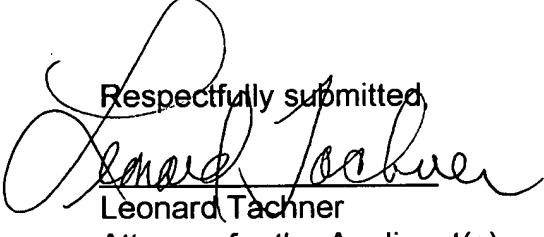
**PRIOR ART REJECTION**

Claims 6 and 9 have been rejected under 35 USC 102(b) as being allegedly anticipated by Holweg (DE 10006690 C1) corresponding to U.S. Patent No. 6,732,694 B2. In response, Applicant has amended claim 6 and added claim 17 to specify that the cranking motor output shaft (or pinion gear) is mounted in adjacent relation to the crankshaft (or ring gear) for directly engaging the ring gear on the crankshaft. This clearly distinguishes over Holweg who employs an intermediate gear train as noted in the Office Action. Holweg requires this complex intermediate gear train in order to place his starter motor within the V-shaped space between the cylinders. On the other hand, Applicant's invention involves a starter motor location which permits direct engagement with the ring gear on the crankshaft (see page 10, lines 17-19). As a result, Applicant's invention involves a simpler arrangement with fewer components and a more aesthetically appealing result. One need only look at Holweg's FIG. 2 to observe the complex starter motor/crankshaft interface (i.e., everything between motor 19 and crankshaft 14) that is obviated by Applicant's novel direct engagement configuration now specifically recited in claims 6 and 17.

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Clearly, Holweg does not anticipate claim 6 as amended nor newly submitted claim 17. Moreover, it would not be obvious for Holweg to be modified to achieve Applicant's direct engagement because such would defeat Holweg's stated objective for placement of his starter motor. Therefore, claims 6 and 17, as well as claims 8, 9 and 10 which depend from claim 6, should also be allowed.

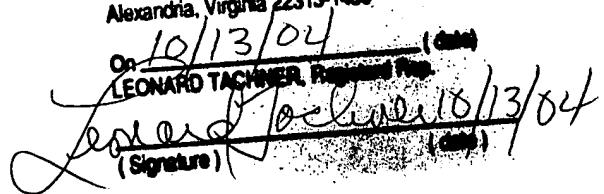
Reconsideration in view of the above-noted amendments and remarks, is respectfully requested.

Respectfully submitted,  
  
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